



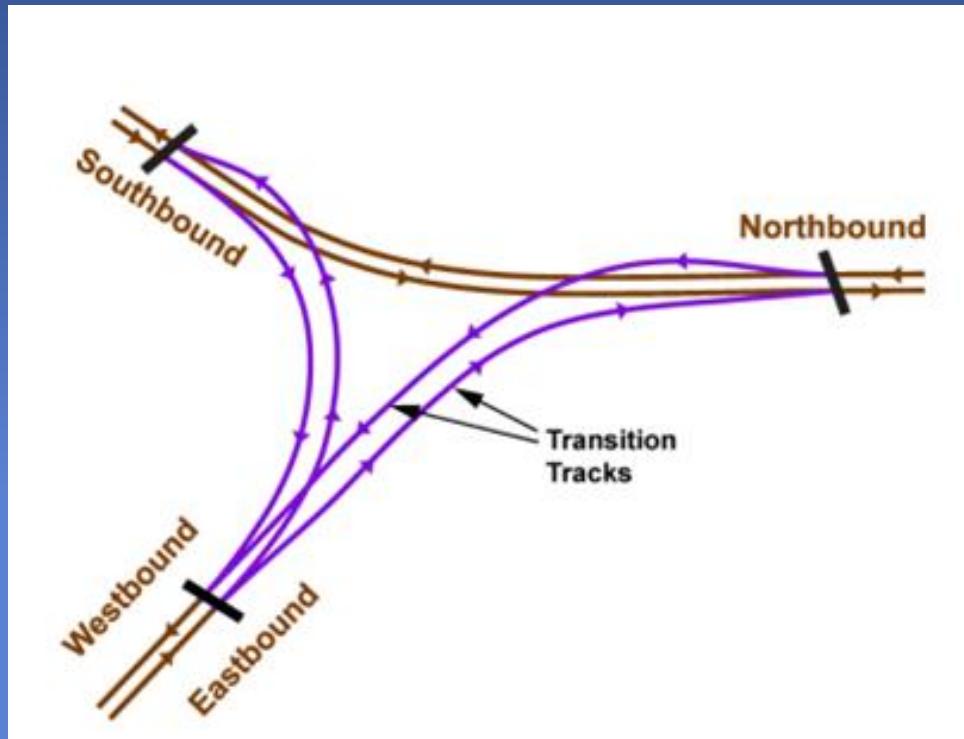
# CALIFORNIA HIGH-SPEED RAIL: CENTRAL VALLEY WYES

Central Valley Wye Status and Next Steps

April 4, 2013

# WHAT IS THE CENTRAL VALLEY WYE?

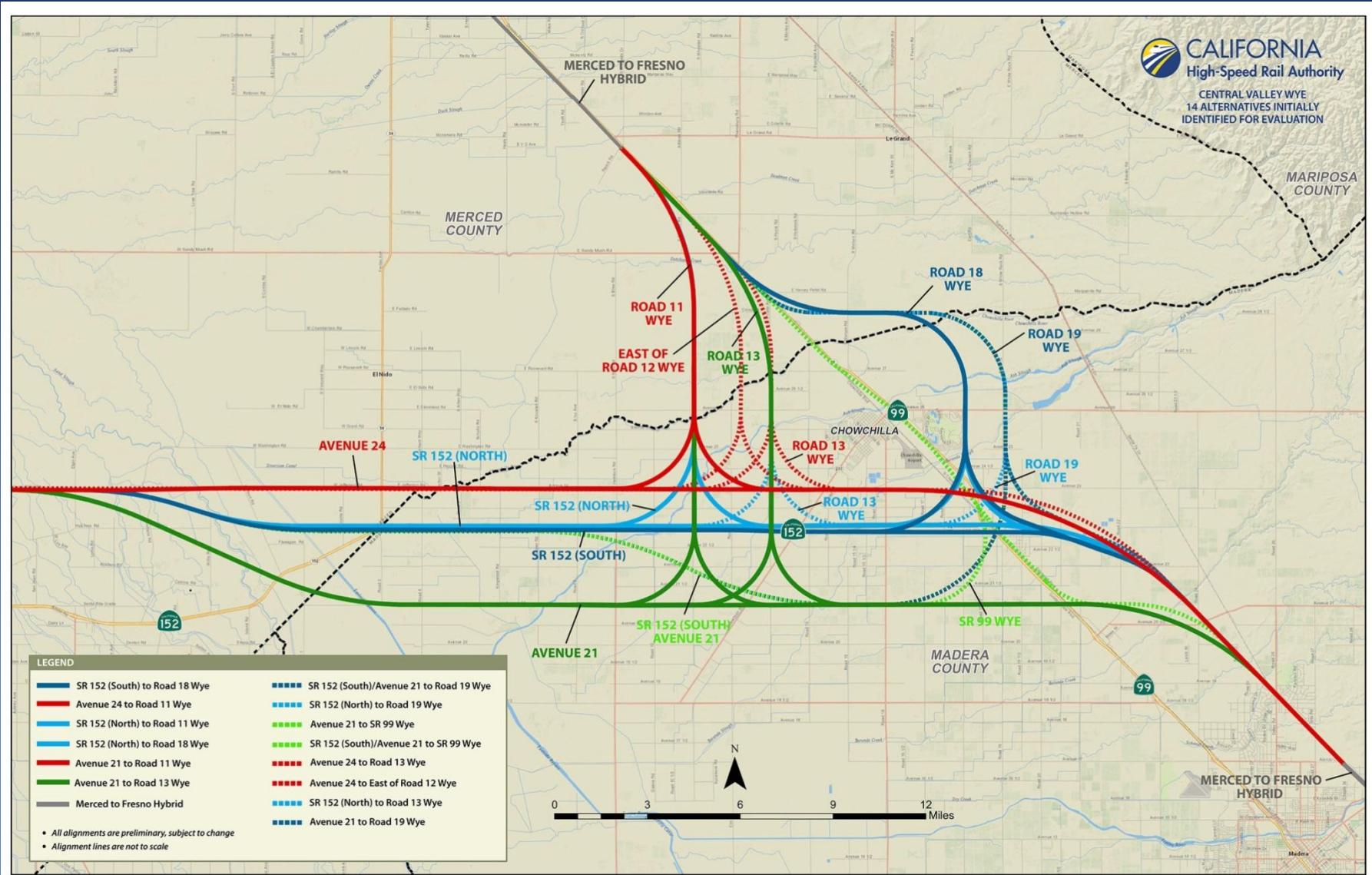
- A Junction for Trains to Head West, North and South
- The Wye will Cover About 12 Square Miles
- Each Wye Leg is About 5 Miles Long
- The Wye is Located Near Chowchilla and the Community of Fairmead



# HISTORY OF THE CENTRAL VALLEY WYE

- Since 2009, the Authority has Worked with Residents, Stakeholders and Others to Identify a Range of Wye Alternatives
- The Wye was Originally Analyzed as Part of the Merced to Fresno Section Environmental Process
- In 2011, the Authority Decided to Carry Forward the Wye Area for Study as Part of the San Jose to Merced Section EIR/EIS Process
- **14 Alternatives** were Initially Identified for Further Evaluation

# 14 ALTERNATIVES INITIALLY IDENTIFIED FOR EVALUATION



# STAKEHOLDER ENGAGEMENT

- **Resource and Regulatory Agencies**

- US Environmental Protection Agency (EPA)
- US Army Corps of Engineers (USACE)
- Technical Working Groups

- **Public and Stakeholders**

- State Agencies – Caltrans; California Department of Corrections and Rehabilitation (CDCR)
- Cities and Counties – Elected Officials and Staff
- School Districts
- Farm Bureaus
- Irrigation Districts
- Local Community Groups

# KEY CRITERIA CONSIDERED

- Ability to Meet Project Purpose and Need/Objectives (CEQA/NEPA, CWA § 404)
- Ability to Avoid/Minimize Impacts (CEQA/NEPA, CWA § 404)
  - Impacts to Waters/Wetlands/Habitat (Clean Water Act of 1972, California Endangered Species Act, Endangered Species Act of 1973)
  - Agricultural Land Impacts (California Land Conservation Act of 1965, Farmland Protection Policy Act of 1981)
  - Business and Residential Displacement (Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970)
  - Impacts to Chowchilla and Fairmead (CEQA/NEPA)
  - Impacts to Schools (California Code of Regulations, Title V, Article 2 (d))
  - Noise/Vibration Impacts (Federal Railroad Administration, High Speed Ground Transportation Noise and Vibration Impact Assessment Manual, 2005)
- Cost/Feasibility (CEQA/NEPA, CWA § 404, Authority)

# RANGE OF ALTERNATIVES FROM 14 TO 6

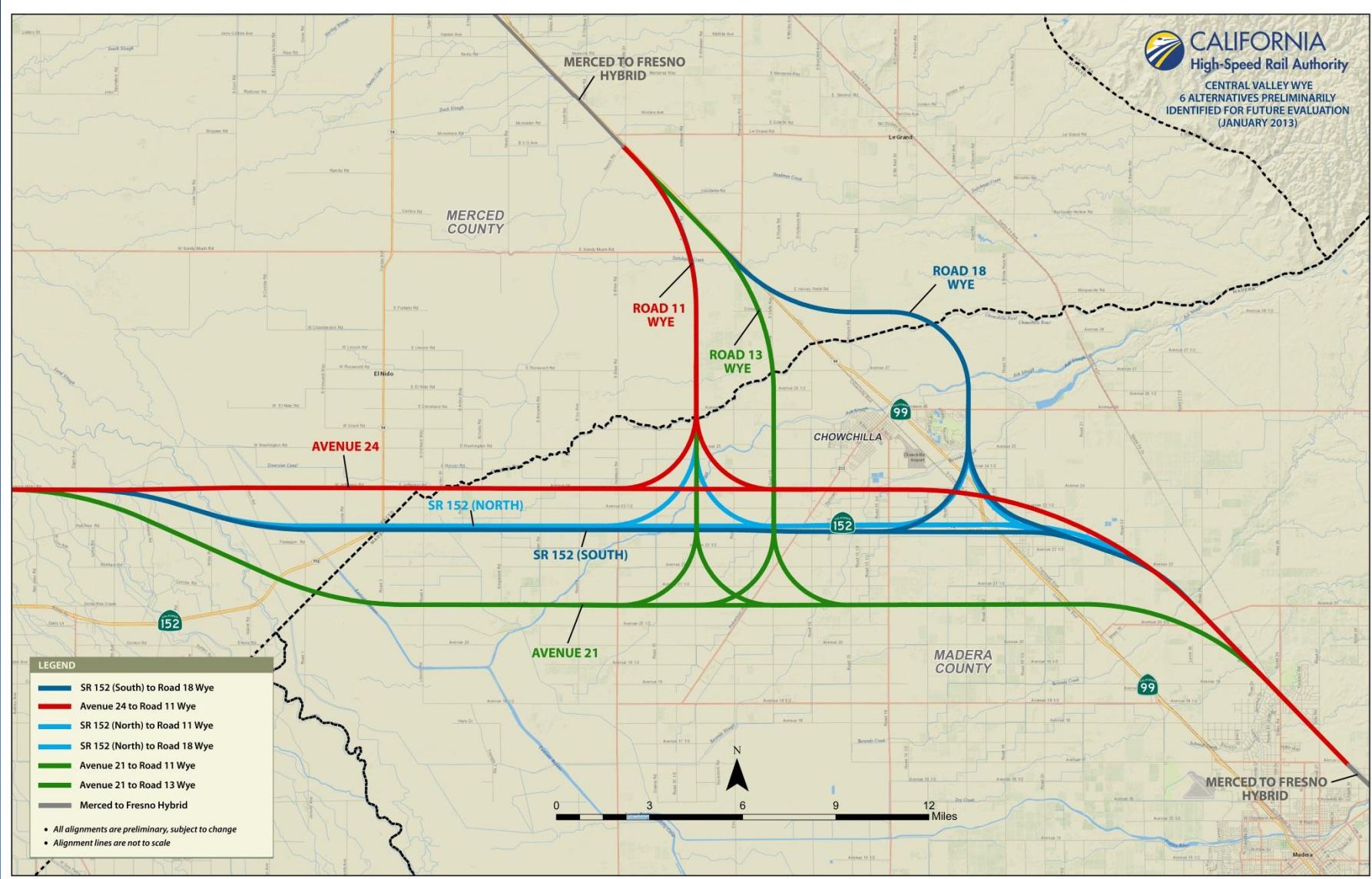
## Late 2012

- Authority Staff Recognized the Opportunity to Possibly Extend Early Construction Further North
- Analysis of Wye Alternatives in a Subsequent EIR/Supplemental EIS (SEIR/SEIS) for Merced to Fresno Section Provided Flexibility to Reach Wye Decision

## January 2013

- Authority Staff Provided Informational Update on the Wye to Board of Directors
- Based on Further Study and Stakeholder Feedback **Six Alternatives** were Preliminary Identified for Future Evaluation

# 6 ALTERNATIVES PRELIMINARILY IDENTIFIED FOR FUTURE EVALUATION (JANUARY 2013)



# PROGRESS SINCE JANUARY

- Continued Stakeholder Engagement
- Regulatory Agency Input
- Continued Evaluation of Data

# FEEDBACK FROM OUTREACH AND COMMUNITY MEETINGS

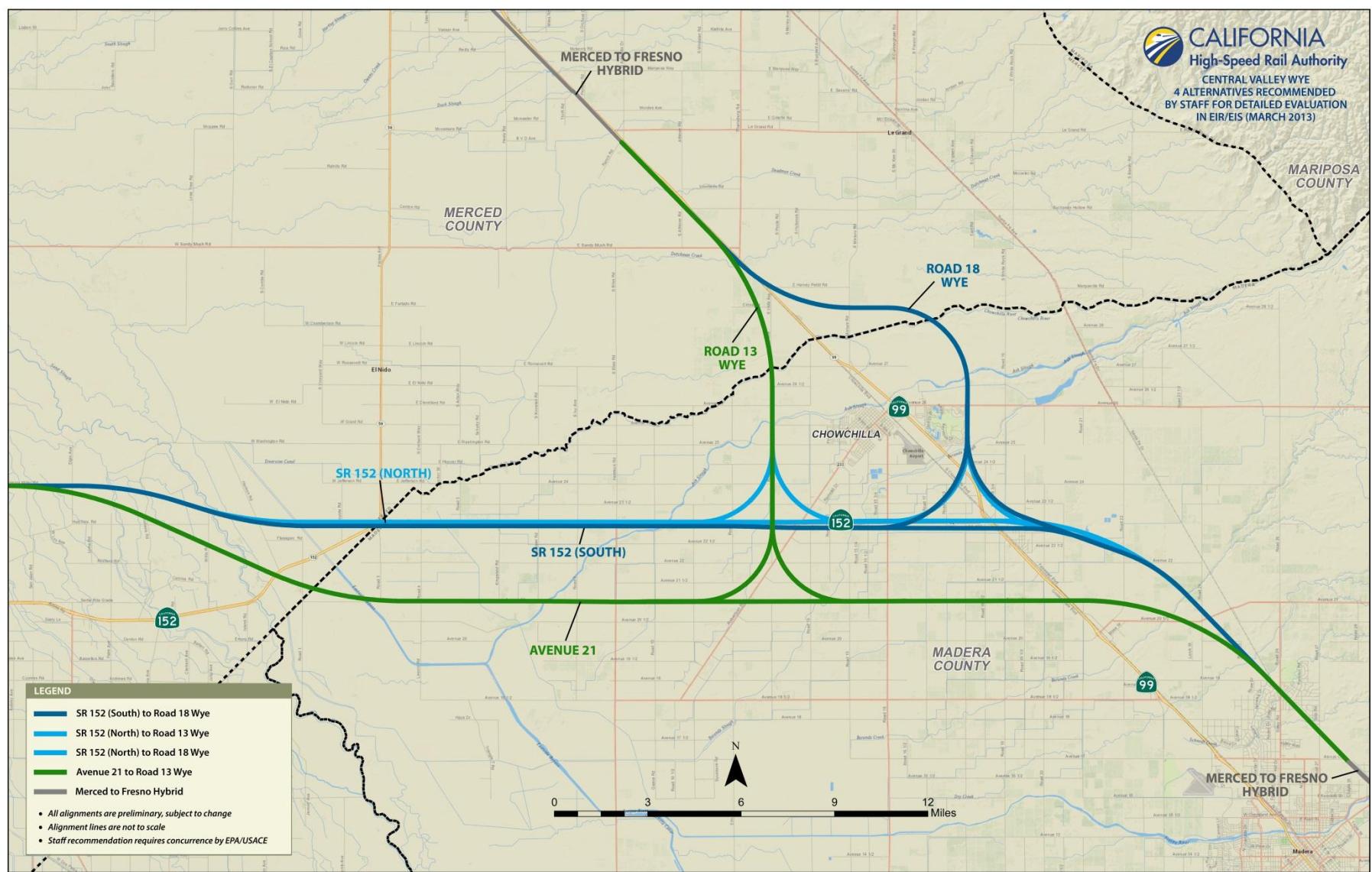
- Since January, convened:
  - 15 stakeholder meetings, and
  - Two community meetings: one in Fairmead, the other in Chowchilla, with a total of 500 people attending
- Questions on Impacts to Residential, Business and Agricultural Property
- Impacts to Local Road Access/Traffic due to Road Closures/Realignments
- Understanding the Right-of-Way Process
- How Wye Alternatives Were Reduced from 14 to 6 then to 4
- Interest in Jobs and Small Business Program

# RANGE OF ALTERNATIVES FROM 6 TO 4

For this SAA, Authority Staff is Now Recommending  
**Four Alternatives** for Detailed Evaluations in SEIR/SEIS

- SR 152 (South) to Road 18
- SR 152 (North) to Road 13
- SR 152 (North) to Road 18
- Avenue 21 to Road 13

# 4 ALTERNATIVES RECOMMENDED BY STAFF FOR DETAILED EVALUATION IN SEIR/SEIS (MARCH 2013)



# Central Valley Wye

*4 Alternatives Recommended by Staff for Detailed Evaluation in EIR/EIS*

## EVALUATION DATA\*

IMPACT AREAS	SR 152 NORTH TO ROAD 13 WYE	SR 152 NORTH TO ROAD 18 WYE	SR 152 SOUTH TO ROAD 18 WYE	AVENUE 21 TO ROAD 13 WYE
<b>Aquatic Resources</b> (Acres) Wetland Habitat, Vernal Pool Complex, Lakes/Ponds/Rivers, Reservoir, Swamps/Marshes  Streams, Creeks, or Canals (Miles)	118.1  20.0	121.5  24.9	118.7  21.6	119.2  22.3
<b>Biological Resources</b> (Acres) San Joaquin Kit Fox, California Tiger Salamander, California Red-legged Frog, Vernal Pool Tadpole Shrimp, Vernal Pool Fairy Shrimp	5,607	6,253	6,197	5,535
<b>Agricultural Land</b> (Acres of Important Farmland) Farmland of Local Importance, Prime Farmland, Unique Farmland, Farmland of Statewide Importance	2,514	2,834	3,231	2,823
<b>Williamson Act Farmland</b> (Acres)	1,024	1,123	1,286	1,192
<b>Noise/Vibration</b> (Number of Potentially Impacted Receptors Before Mitigation)	1,321/269	888/207	1,034/100	1,279/232
<b>Grade Separations</b>	21	22	20	23
<b>Number of Schools Within 1,500 feet</b>	1	1	1-School Displaced	2
<b>Residential and Business Relocations</b>	142-163 Residences 5-10 Businesses	137-160 Residences 7-15 Businesses	132-155 Residences 9-16 Businesses	128-142 Residences 2-3 Businesses
<b>Capital Costs M-F Wye Leg – Ranch Road to Avenue 17</b> (Millions)	\$1,010.19	\$1,137.63	\$1,142.90	\$1,043.03
<b>Capital Costs</b> (Millions)	\$6,250	\$6,723	\$6,840	\$5,836

\*Preliminary, Subject to Change, Data Collected Based on 3% Design and Engineering



CALIFORNIA High-Speed Rail Authority

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# NEXT STEPS

- **Spring 2013**

- Continue Stakeholder Engagement
- Submit Checkpoint B Packages and Obtain EPA and USACE concurrence on SEIR/SEIS Alternatives

- **Fall 2013**

- Anticipated Release of Draft SEIR/SEIS
- Public Workshops and Hearings Related to Draft SEIR/SEIS
- Identify Preferred Alternative

- **Winter/Spring 2014**

- Release Final SEIR/SEIS

- **Spring 2014**

- Authority and FRA Decisions